

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 1 32 Ed 2001 Change No. 21 LAST NM 51/02

Page 45—Paragraph 210, line 2; read:
Commandant for Marine Safety, Security and Environmental
Protection, ...
(28/02 CG5) 3/03

Page 45—Paragraph 212, line 2; read:
Coast Guard, Marine Safety, Security and Environmental
Protection, 2100 ...
(28/02 CG5) 3/03

Page 47—Paragraph 268, line 1; read:
§110.6 Portland Harbor, Portland, Maine (between ...
(NOS/02) 3/03

Page 70—Paragraph 1005, line 9; read:
of Vessel Traffic Management (G-MWV), Coast Guard
Headquarters ...
(28/02 CG5) 3/03

Page 127—Paragraph 131, line 1; read:
Moose Peak Light (44°28'28"N., 67°31'55"W.), 72 feet ...
(41/02 CG1) 3/03

Page 165—Paragraph 229, line 2; read:
wooded. **Eagle Island Light** (44°13'04"N., 68°46'04"W.),
106 feet ...
(36/02 CG1) 3/03

Page 183—Paragraph 5, line 1; read:
Franklin Island Light (43°53'32"N., 69°22'29"W.), 57
feet ...
(36/02 CG1) 3/03

Page 192—Paragraph 201, line 2; read:
Goose Rock Passage Light 5 (43°50'56"N., 69°43'15"W.),
16 feet above the water and ...
(36/02 CG1) 3/03

Page 197—Paragraph 306, line 1; read:
Fuller Rock Light (43°41'45"N., 69°50'01"W., 25 feet ...
(36/02 CG1) 3/03

Page 211—Paragraph 631, line 2 to Page 212—Paragraph
631, line 3; read:
Bay, is marked by **Cape Elizabeth Light** (43°33'58"N., 70°
12'00"W.), 129 feet above the water, shown from a 67-foot ...
(47/02 CG1) 3/03

Page 212—Paragraph 637, line 9; read:
a triangular red daymark, is on the south ...
(36/02 CG1) 3/03

Page 219—Paragraph 27, line 3; read:
wooded. **Wood Island Light** (43°27'24"N., 70°19'44"W.), 71
feet ...
(40/02 CG1) 3/03

Page 221—Paragraph 89, line 3; read:
Kennebunkport Breakwater Light 6 (43°20'46"N., 70°28'
34"W.), 25 feet above the ...
(36/02 CG1) 3/03

Page 231—Paragraph 325, lines 3 to 7; read:
about 10 miles above Portsmouth. In 2000-May 2002, the
midchannel controlling depth was 4.1 feet to **Lower Nar-**
rows. At and above Lower Narrows, and through **Upper**
Narrows to the head of navigation at the dam, mariners are
advised to consult local knowledge for channel conditions.
The channel is privately marked with stakes.
(BPs 178770-78; CL 1766/02) 3/03